

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION



FY 1999 BUDGET IN BRIEF



U.S. Department of
Transportation

NTSA
People Saving People
<http://www.nhtsa.dot.gov>

NATIONAL
HIGHWAY TRAFFIC
SAFETY ADMINISTRATION

BUDGET IN BRIEF

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For a detailed presentation and explanation of the NHTSA's FY 1999 Budget Request, refer to Budget Estimates Fiscal Year 1999, NHTSA: Submission to the Committees on Appropriations.

The information presented was compiled by the Office of Plans and Policy, Office of Fiscal Services. For additional copies call Rick Rough at (202) 366-1570 or Arlene Whittington at (202) 366-2578.



Ricardo Martinez, M.D.
Administrator, National Highway
Traffic Safety Administration

“People Saving People”

A Statement from the Administrator

Safety is the Department of Transportation's number one priority. Highway crashes result in 94 percent of transportation fatalities and 99 percent of transportation injuries. The National Highway Traffic Safety Administration's budget request of \$406 million for fiscal year 1999 is a major step toward meeting the present and future challenges to highway safety. NHTSA's mission is to save lives, prevent injuries, and reduce traffic-related health and other economic costs. The American people expect government to protect their best interests by: working toward greater traffic safety; ensuring that vehicles are as safe as possible; and striving to keep unsafe drivers off the road.

The challenges to highway safety are many. Demographic trends indicate greater numbers of drivers overall, and younger and older drivers, in particular. The future growth in population translates into more vehicle miles traveled and thus a greater level of exposure to traffic crashes. In addition, the incidence of aggressive driving and speeding has increased.


Our budget request supports the *President's Initiative to Increase Seat Belt Use*, a comprehensive approach that includes public education, enforcement, incentives for states to strengthen seat belt laws, and building partnerships in order to achieve 85 percent belt use by the year 2000. Similarly, the *President's Initiative on Drugs, Driving and Youth* uses a comprehensive approach to reduce impaired driving through a demonstration program, technical assistance for enforcement, and incentive grants to states to strengthen impaired driving laws. Injury prevention at the local level will continue to be emphasized by increasing the number of *Safe Communities* sites. Formula and incentive grant programs will further energize state and community participation to

make gains in seat belt usage and reductions in alcohol-related fatalities.

NHTSA's research efforts will be enhanced in the areas of advanced air bags, vehicle compatibility, and human factors. As part of the National Transportation Biomechanics Center, the Crash Injury Research and Engineering Network will be expanded. This network is a cooperative effort between government, industry, and the medical community to link crash and medical information. Funding for the final phase of construction for the National Advanced Driving Simulator and NHTSA's work in the Intelligent Transportation system is included in the FHWA budget. NHTSA will continue to ensure the safety of vehicles developed under the *Partnership for a New Generation of Vehicles*.

Information on crash test results will be more widely disseminated to assist consumers in purchasing new cars. The budget supports increased access by the public to NHTSA vehicle and safety information through the auto safety hotline. Compliance testing and defects investigations will ensure that vehicles and vehicle equipment already in use meet federal vehicle safety standards.

While there are many challenges to highway safety, we must remember that much progress has been made. As a result of the nation's past efforts to address these challenges, over 120,000 lives have been saved annually. NHTSA is a national and world leader in the reduction and prevention of traumatic injury; and we are committed to creating the highest level of road safety in the world.



Ricardo Martinez, M.D.

Overview

SUMMARY OF AUTHORIZING LEGISLATION

The National Highway Traffic Safety Administration was established as a separate organization in the Department of Transportation (DOT) in March 1970. It succeeded the National Highway Safety Bureau which had administered motor vehicle and highway safety as an organization in the Federal Highway Administration.

The Administration submitted a legislative proposal in 1997 which will authorize the agency's vehicle and behavioral programs as well as address highway safety grants, plus new incentive grants. The reauthorization legislation will amend the following three major laws which have been extended through March 1998:

The Motor Vehicle Act, (chapter 301 of title 49, U.S. Code,) provides for the establishment and enforcement of safety standards for new motor vehicles and motor vehicle equipment, together with supporting research, and the operation of the National Driver Register (NDR). Discrete authorizations were subsequently established for the NDR under the National Driver Register Act of 1982. Amendments to the Motor Vehicle Act in 1991 required promulgation of a number of major vehicle safety regulations.

The Highway Safety Act, (chapter 4 of title 23, U.S. Code,) provides for coordinated national highway safety grant programs to be carried out by the States (Section 402), together with supporting research, development and demonstration (Section 403) programs. Amendments in 1988 and 1991 authorized a program of impaired driving incentive grants to the States (Section 410) to reduce highway safety problems resulting from persons driving while impaired by alcohol or other drugs.

The MVICS Act, (Part C of Subtitle VI of title 49, U.S. Code,) provides for the establishment of low-speed collision bumper standards, consumer information activities, odometer regulations, fuel economy standards, and theft prevention standards.

NHTSA STRATEGIC PLAN

PROVIDE LEADERSHIP AND SET AN AGENDA

- Goal 1 Lead the effort to make traffic and motor vehicle safety a priority of the nation's health care agenda.
- Goal 2 Lead a national initiative to address the most significant traffic and motor vehicle safety issues.
- Goal 3 Deliver the highest quality technical and program assistance to states and communities, and promote international cooperation.
- Goal 4 Improve data collection and analysis to better identify and understand problems and to support and evaluate programs: expedite the availability of information to customers and partners.

SUPPORT RESEARCH AND APPLY THE RESULTS TO EDUCATION, ENGINEERING, AND ENFORCEMENT TO REDUCE ROAD CASUALTIES AND COSTS

- Goal 5 Reduce the number and severity of road collisions.
- Goal 6 Mitigate the consequences of motor vehicle crashes.
- Goal 7 Advance the non-safety mandates of NHTSA.

TRANSFORM NHTSA THROUGH CONTINUOUS IMPROVEMENT

- Goal 8 Improve NHTSA's internal processes, management, and structure to create a more effective and efficient agency that is better able to pursue its mission.
- Goal 9 Listen to, involve, and serve customers and partners in the planning, programs, and activities of the agency.
- Goal 10 Build and maintain a professional, productive, innovative, diverse work force.
- Goal 11 Effectively manage and use information resources.

Overview

The FY 1999 Budget request reflects the priority placed on highway safety programs by the Secretary and the Administration. Motor vehicle crashes account for 94 percent of the deaths and 99 percent of the injuries in U.S. transportation. The funding levels below include staffing, administrative, and program costs. In addition, the request is proposed to be funded entirely from the Highway Trust Fund.

NHTSA HISTORICAL FUNDING (Dollars in Thousands)

Programs	FY 1997 Enacted	FY 1998 Enacted	FY 1999 Request	+/- 98/99
Safety Performance Standards	\$12,226	\$13,078	\$16,695	+\$3,617
Safety Assurance	\$18,966	\$19,563	\$21,491	+\$1,928
Highway Safety	\$38,107	\$43,313	\$54,717	+\$11,404
Research and Analysis	\$50,387	\$57,358	\$66,318	+\$8,960
General Administration	\$8,568	\$9,376	\$9,250	-\$126
Office of the Administrator	\$3,728	\$4,096	\$4,431	+\$335
Section 402 State and Community Grants ¹	\$140,200	\$149,700	\$166,700	+\$17,000
Alcohol Incentive Grants ²	\$25,500	\$34,500	\$39,000	+\$4,500
Occupant Protection Incentive Grants	\$0	\$0	\$20,000	+\$20,000
Drugged Driving Incentive Grants	\$0	\$0	\$5,000	+\$5,000
National Driver Register	\$2,400	\$2,300	\$2,300	\$0
Total	\$300,082	\$333,284	\$405,902	+\$72,618

¹Includes the FHWA Section 402 Grant Program for FY 1997, 1998, and 1999; includes \$9 million for occupant protection-related grants in FY 1998.

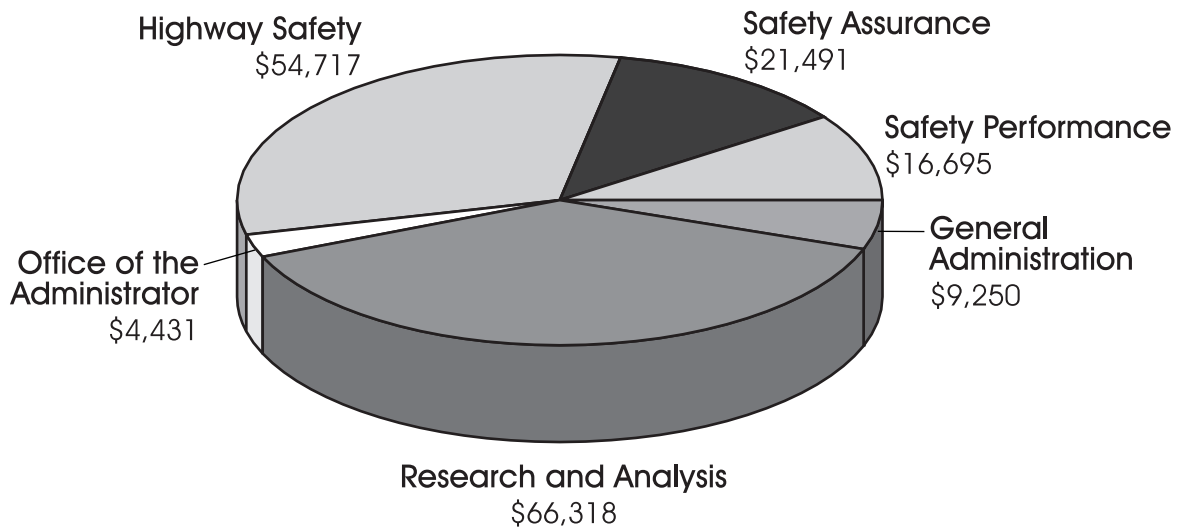
²Section 410 in FY 1997 and FY 1998

Overview

TOTAL FY 1999 NHTSA REQUEST: \$405,902

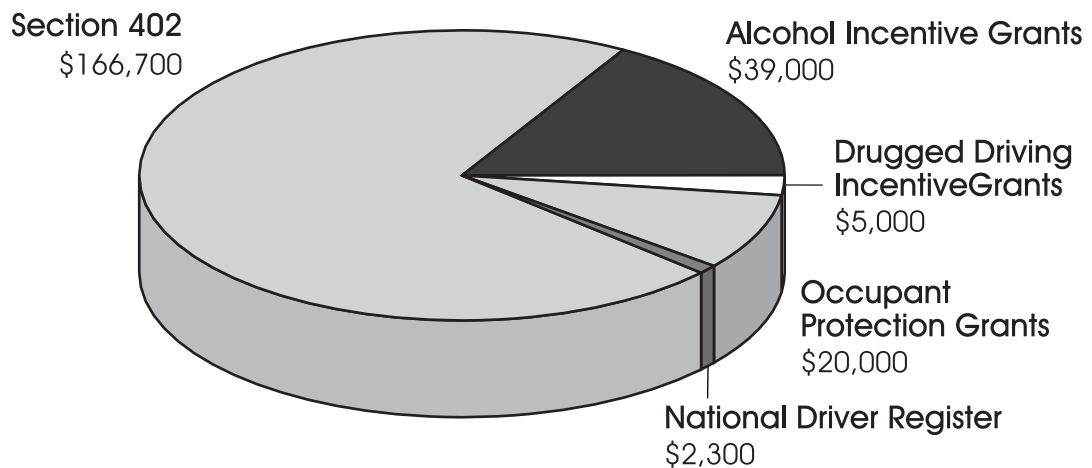
Dollars in Thousands

Operations and Research



FY 1999 TOTAL REQUEST: \$172,902

Highway Traffic Safety Grants



FY 1999 TOTAL REQUEST: \$233,000

Program_____

SAFETY PERFORMANCE STANDARDS

There are four programs under Safety Performance Standards: *The Safety Standards Support Program* obtains and analyzes information on changes in automotive design and technology and on regulatory and non-regulatory alternatives to increase motor vehicle safety. *The New Car Assessment Program* (NCAP) conducts crash tests to evaluate the comparative crashworthiness of passenger vehicles and to motivate vehicle manufacturers to provide higher levels of occupant protection by using market forces. *The Consumer Information Program* provides consumers, through various media, with the NCAP test results to assist them in purchasing safer vehicles and with other materials to help them properly use their vehicle's safety features. *The Fuel Economy Program* assures the fuel economy of vehicles on the road by establishing and revising , as appropriate, fleet average fuel economy standards for passenger car and light truck manufacturers, based on statutory criteria of economic practicability, technological feasibility, the effect of other federal standards, and the need of the nation to conserve energy. *The Theft Prevention Program* establishes standards to reduce the number of motor vehicle thefts.

SAFETY PERFORMANCE STANDARDS PROGRAM CONTRACT PROGRAM SUMMARY (Dollars in Thousands)

PROGRAMS	1997 Enacted	1998 Enacted	1999 Request	+/- 98/99
Safety Standards Support Program	\$929	\$929	\$708	-\$221
New Car Assessment Program	\$2,786	\$2,786	\$5,056	+\$2,270
Consumer Information Program	\$0	\$0	\$814	+\$814
Fuel Economy Program	\$60	\$60	\$60	\$0
Theft and Other Programs	\$50	\$50	\$30	-\$20
Total	\$3,825	\$3,825	\$6,668	+\$2,843

Program ---

FY 1999 HIGHLIGHTS

SAFETY STANDARDS SUPPORT

- Conduct necessary technical analyses and develop rulemaking proposals to mitigate adverse effects of air bags, especially as they relate to children
- Collect and analyze information to support the development of and amendments to federal motor vehicle safety standards
- Respond to rulemaking petitions and explore new technologies for reducing head injuries and improving head restraints
- Obtain and analyze information on changes in automotive design and technology and on regulatory and non-regulatory alternatives to improve vehicle safety
- Develop a vehicle safety standard for frontal offset testing

NEW CAR ASSESSMENT

- Expand crashworthiness safety information on passenger vehicles to assist consumers in purchasing decisions--providing test results on frontal, and side impact crashes
- By using market forces, continue to motivate manufacturers to provide higher levels of occupant protection than the minimum levels required by federal safety standards

CONSUMER INFORMATION

- Significantly expand the dissemination of NCAP consumer information materials such as the *Buying A Safer Car* and *Buying a Safer Car for Child Passengers* brochures through the use of innovative marketing techniques
- Work collaboratively with our partners to pursue the development of a summary crashworthiness rating for vehicles
- Develop and disseminate consumer information materials to educate the public on proper usage of safety features such as antilock brakes and head restraints

FUEL ECONOMY

- Monitor manufacturer progress in achieving established passenger automobile and light truck fuel economy standards
- Maintain the "plants and lines" database, which consists of data on automobile manufacturing plants and manufacturers' product plans

THEFT PROGRAM

- Continue to provide theft and recovery data on stolen vehicles
- Request repeal of the requirements for collection and analysis of unnecessary insurance information

Program_____

SAFETY ASSURANCE

There are four programs under Safety Assurance: *The Vehicle Safety Compliance Program* ensures that motor vehicles and motor vehicle equipment sold in the U.S. provide the safety benefits intended by federal safety standards. *The Defects Investigation Program* identifies and removes motor vehicles found to contain safety defects from the nation's highways. *The Auto Safety Hotline* provides a toll-free, automated telephone service for consumers to request motor vehicle and highway safety information and provide information to NHTSA about possible safety defects. *The Odometer Fraud Program* helps reduce odometer fraud by enforcing federal laws and regulations, encouraging states to aggressively enforce state laws, increasing public awareness, and monitoring motor vehicle titling systems.

SAFETY ASSURANCE PROGRAM CONTRACT PROGRAM SUMMARY (Dollars in Thousands)

PROGRAMS	1997 Enacted	1998 Enacted	1999 Request	+/- 98/99
Vehicle Safety Compliance	\$5,837	\$5,712	\$5,675	-\$37
Defects Investigation	\$2,478	\$2,478	\$3,421	+\$943
Auto Safety Hotline	\$1,483	\$1,222	\$1,395	+\$173
Odometer Fraud	\$60	\$135	\$150	+\$15
Total	\$9,858	\$9,547	\$10,641	+\$1,094

Program

FY 1999 HIGHLIGHTS

VEHICLE SAFETY COMPLIANCE

- Ensures that new motor vehicles and motor vehicle equipment sold in the United States provide the safety benefits intended and comply with performance requirements of federal motor vehicle safety standards
- Conduct full-scale crash testing of new motor vehicles, including: 26 tests for verification of compliance to the requirements of several frontal occupant crash protection standards; 20 tests for verification of compliance to the requirements of the dynamic side impact protection standard; and 20 tests for verification of compliance to the requirements of the dynamic side and rear fuel system integrity tests. Continue to test child restraint systems and motorcycle helmets offered in the marketplace to all safety standard requirements
- Conduct vehicle compliance tests under a new safety standard on upper interior head protection using dynamic head form impacts

DEFECTS INVESTIGATION

- Identify and remove vehicles and items of motor vehicle equipment with safety related defects from the nation's highways. Collect and analyze possible vehicle defects reported to the agency through the Auto Safety Hotline
- New initiatives for FY 1999 include: enhancing defects investigation capability by upgrading technical skills and the use of computer-aided programs not available in the Office of Defects Investigation; increasing investigative, testing, and survey capability to eliminate delays in completing investigations; conducting on-site investigations at crash sites of crashes that appear to relate to a defect
- Monitor the effectiveness of safety recall campaigns, ensuring that owners are notified, the scope is appropriate, and the remedy is adequate

AUTO SAFETY HOTLINE

- Continue to utilize the Auto Safety Hotline as the Single Point of Contact for consumers with the National Highway Traffic Safety Administration
- Expand the outreach program to increase the awareness of the Hotline and Internet web site and to increase the number of possible defects reported by encouraging motorists to report potential safety-related defects. Evaluate pilot outreach programs initiated in 1998 and implement on a broader basis those most successful in encouraging motorists to report potential safety-related defects

ODOMETER FRAUD

- Enter into cooperative agreements with four states to continue the FY 1998 initiative of supplementing NHTSA's Odometer Fraud Program with state law enforcement agents and award funding to states to initiate or enhance odometer fraud program
- Funding will provide in-depth training for state investigators, increase NHTSA's capability for investigating odometer fraud for federal prosecution, and enhance the state's capability of investigating and deterring odometer fraud

Program

HIGHWAY SAFETY

Major Highway Safety Programs include: *The Safe Communities Injury Control Program* empowers communities to take action to develop local traffic injury control programs. *The Alcohol, Drug and State Program* seeks to reduce impaired driving by changing driver behavior through a variety of strategies. The program also focuses on pedestrian, bicycle, school bus, and motorcycle safety. *The Presidential Initiative on Drugs, Driving and Youth Program* includes research on the incidence of drugs and driving. *The Presidential Initiative for Increasing Seat Belt Use Nationwide Program* utilizes various program strategies to increase the use of safety belts and child safety seats. *The Child Safety Seat Usage Program* encourages correct use of child seats and complements private sector seat distribution efforts. *The Air Bag Safety Program* educates the public about the life-saving capability of occupant protection, including air bags. *The Enforcement and Emergency Services Program* integrates traffic safety into law enforcement and provides national leadership in emergency medical services. *The Highway Safety Research Program* develops cost-effective countermeasure programs that can be implemented at the state and local level. *The State Motor Vehicle Services Program* assists states in gathering and using crash and other data to address highway safety problems and high-risk drivers.

HIGHWAY SAFETY PROGRAM CONTRACT PROGRAM SUMMARY (Dollars in Thousands)

PROGRAMS	1997 Enacted	1998 Enacted	1999 Request	+/- 98/99
Safe Communities: Injury Control	\$900	\$900	\$2,800	+\$1,900
Alcohol, Drug and State Program	\$10,209	\$9,143	\$11,902	+\$2,759
Drugs, Driving and Youth Initiative	\$0	\$1,400	\$2,000	+\$600
National Occupant Protection	\$6,065	\$6,595	\$9,115	+\$2,520
Child Safety Seat Usage	\$744	\$715	\$715	\$0
Air Bag Safety	\$0	\$2,000	\$2,000	\$0
Enforcement and Emergency Services	\$2,385	\$3,196	\$3,605	+\$409
Highway Safety Research	\$5,123	\$5,123	\$5,877	+\$754
State Motor Vehicle Services	\$1,329	\$1,579	\$1,915	+\$336
Total	\$26,755	\$30,651	\$39,929	+\$9,278

Program

FY 1999 HIGHLIGHTS

Highway Safety programs expand upon NHTSA's leadership in implementing effective behavioral strategies to reduce traffic fatalities and injuries. These strategies are designed to help meet Presidential and Secretarial goals as follows: seat belt usage at 85 percent by 2000, reducing alcohol related fatalities to 11,000 by 2005, reducing child fatalities (0-4 years old) by 15 percent in 2000, and reducing pedestrian bicyclist fatalities by 10 percent.

SAFE COMMUNITIES INJURY DEMONSTRATIONS

- Expand upon community efforts to identify and address traffic safety problems by increasing the number of sites, developing regional intermodal initiatives, and conducting a large-scale evaluation of the program

ALCOHOL, DRUG, STATE AND YOUTH INITIATIVE

- Implement *Partners in Progress* as the framework for impaired driving programs to achieve the Secretary's alcohol goal by targeting states with a high rate of alcohol-related fatalities; conducting outreach to national organizations; supporting law enforcement, prosecutorial, and adjudication initiatives; and working with communities to enforce zero tolerance laws and develop comprehensive youth programs
- Support *Drugs, Driving and Youth Initiative* by conducting research on the incidence of drugs and driving and providing training and technical assistance to law enforcement officers, prosecutors, and judges on alcohol and drug issues
- Support the *Partnership for a Walkable America* by promoting pedestrian, bicycle, and pupil transportation safety. Support and promote comprehensive motorcycle safety programs

PRESIDENTIAL INITIATIVE TO INCREASE SEAT BELT USE NATIONWIDE

- Implement the *Presidential Initiative to Increase Seat Belt Use Nationwide* by promoting seat belt and child safety seat use with constituents and partner organizations, including health and medical professionals, businesses, and industry leaders
- Support *Patterns for Life* program by expanding outreach efforts to new public and private networks about child passenger safety issues
- Educate the public about the life-saving potential of air bags; and coordinate agency programs with private sector organizations for maximum impact and public awareness

ENFORCEMENT AND EMERGENCY SERVICES

- Expand leadership in the EMS arena by developing case studies of innovative EMS system enhancements resulting from the *EMS Agenda for the Future* Implementation Plan
- Integrate traffic safety with overall law enforcement, focusing on speeding, aggressive driving, occupant protection, and the effect of traffic enforcement on crime

HIGHWAY SAFETY RESEARCH

- Develop safety countermeasures, evaluate program effectiveness, and expand research efforts in occupant protection, speed and unsafe driving, and the effectiveness of emergency medical systems

STATE MOTOR VEHICLE SERVICES

- Maintain a national problem driver database to assist states in driver licensing decisions and provide assistance regarding identification verification as required by P.L. 104-208

Program

RESEARCH AND ANALYSIS

There are five programs under Research and Analysis: *The Crashworthiness Research Program* promotes transportation safety through continuing research on vehicle safety, vehicle aggressivity and compatibility, and by improving occupant safety in crashes involving passenger cars, light trucks, and vans through development of advanced air bags and other crash countermeasures, human injury criteria, and family of dummies. *The Crash Avoidance Research Program* focuses on passenger and commercial vehicle research to help drivers avoid crashes or decrease severity when they occur by improving visibility, directional control and braking, and rollover stability. The agency has also initiated the construction of the National Advanced Driving Simulator (NADS) for use in human factors research to evaluate the safety potential and effectiveness of various collision avoidance countermeasures. *The National Center for Statistics and Analysis* continues operation of high quality, large scale databases on crashes that are used by both public and private sectors to support critical highway safety, vehicle regulatory, and safety recall programs. NHTSA's role in *The President's Partnership for a New Generation of Vehicles (PNGV)* ensures the safety of future high fuel efficiency vehicles. *The Vehicle Research and Test Center* serves as NHTSA's in-house crash testing facility.

RESEARCH AND ANALYSIS PROGRAM CONTRACT PROGRAM SUMMARY (Dollars in Thousands)

PROGRAMS	1997 Enacted	1998 Enacted	1999 Request	+/- 98/99
Crashworthiness	\$13,925	\$18,925	\$23,238	+\$4,313
Crash Avoidance*	\$1,595	\$1,595	\$3,340	\$1,745
National Center for Statistics & Analysis	\$20,207	\$21,207	\$22,001	+\$794
Technology Transfer	\$40	\$40	\$40	\$0
Partnership for a New Generation of Vehicles	\$2,496	\$2,496	\$3,500	\$1,004
Vehicle Research & Test Center	\$799	\$799	\$950	\$151
Total	\$39,062	\$45,062	\$53,069	+\$8,007

*Funding of \$9.0 million for National Advanced Driving Simulator and \$22.64 million for NHTSA's Intelligent Transportation System Crash Avoidance Research program is requested in the FHWA budget.

Program

FY 1999 HIGHLIGHTS

CRASHWORTHINESS RESEARCH

- Develop test devices and test procedures, identify design characteristics, and apply advance technologies to provide occupant protection in vehicle crashes through improved restraint systems, advanced airbags, and other countermeasures, based on in-house laboratory assessments at the NHTSA Vehicle Research and Test Center (VRTC)
- Initiate international harmonized research by developing test procedures and performance requirements that lead to improved vehicle safety
- Conduct research at the National Transportation Biomechanics Research Center (NTBRC) to advance knowledge of the biomechanics of human injuries and develop appropriate injury criteria. Also develop child and short-statured adult dummies for air bag and adult and child safety studies.
- Expand the Crash Injury Research and Engineering Network (CIREN) to seven trauma centers and continue detailed investigations of the conditions and consequences of serious crashes

CRASH AVOIDANCE RESEARCH

- Help drivers avoid and lessen the severity of crashes; and improve vehicle braking, directional and rollover stability, traction performance, and vehicle lighting and signaling
- Conduct research into the human factors component of vehicle safety, evaluation of driver workload, and the impact of in-vehicle devices, such as communication systems, on safety.
- Provide a means of developing and evaluating advanced vehicle safety systems and integrating them into a demonstration
- Continue the vehicle-safety leadership role in the DOT Intelligent Transportation System program. This includes key managerial roles and technical research roles in the Intelligent Vehicle Initiative
- Provide leadership in developing applications of advanced technology to improve the safety of heavy trucks and other commercial vehicles

NATIONAL ADVANCED DRIVING SIMULATOR

- Complete installation and integration of NADS in the Iowa Facility Building, conduct certification and acceptance testing, and commence NADS Operation

NATIONAL CENTER FOR STATISTICS AND ANALYSIS

- Collect and analyze vital information on characteristics of drivers, vehicles, and occupants involved in fatal and injury-producing traffic crashes occurring in the U.S.
- Assess progress in reducing deaths and injury from motor vehicle crashes at the national and state levels and serve as the key data source for measuring traffic safety performance of NHTSA's major programs and programs of its customers
- Use Crash Outcome Data Evaluation Systems (CODES) grants to states to help link crash and health care data to study crash outcomes
- Improve the quality and comparability of state crash data nationally
- Expand Special Crash Investigations of air bag related injuries and fatalities, including all passenger side air bags related to child injury cases. Examine the field performance of new and emerging "depowered" and "smart" air bag technologies

PRESIDENT'S PARTNERSHIP FOR A NEW GENERATION OF VEHICLES (PNGV)

- Ensure that PNGV vehicles meet safety standards and that crashworthiness and crash avoidance attributes are not compromised by their light weight and use of advanced materials

Program ---

GENERAL ADMINISTRATION

There are three programs under General Administration: *The Program Evaluation Program* determines effectiveness of vehicle regulatory and highway safety programs. *The Strategic Planning Program* develops, updates, and publishes the agency's Strategic Plan, Strategic Execution Plans, and Government Performance and Results Act (GPRA) documents. *The Economic Analysis Program* develops methods that estimate economic consequences of motor vehicle injuries in forms suitable for agency use in problem identification, regulatory analysis, priority setting, and policy analysis.

GENERAL ADMINISTRATION PROGRAM CONTRACT PROGRAM SUMMARY (Dollars in Thousands)

PROGRAMS	1997 Enacted	1998 Enacted	1999 Request	+/- 98/99
Program Evaluation	\$474	\$474	\$513	+\$39
Strategic Planning	\$75	\$75	\$98	+\$23
Economic Analysis	\$75	\$75	\$98	+\$23
Total	\$624	\$624	\$709	+\$85

FY 1999 HIGHLIGHTS

PROGRAM EVALUATION

Evaluations provide objective quantitative information to aid in making decisions on present and future rulemaking and programs. This information helps to determine if the objectives of regulations and programs are being achieved, and if not, the information can help identify changes in the rule or program that may result in the achievement of the intended goals and objectives. To determine the cost effectiveness of regulations – as called for in Executive Order 12866 – cost studies are performed of motor vehicle equipment. The following activities in FY 1999 contribute to the evaluation of regulations and programs:

- Measure the effects of changes to improve air bag technology and reduce their risks to children and other occupants
- Evaluate the crash reduction effects of heavy truck conspicuity changes required for trailers (FMVSS 108)
- Evaluate child safety seat registration to determine consumer response to child safety seat recalls
- Continue cost studies of the latest air bag technology
- Begin evaluation of head injury protection upgrade (FMVSS 201)
- Begin evaluation of underride guards for truck trailers (FMVSS 223 and 224)

STRATEGIC PLANNING

The role of Strategic Planning within NHTSA is to help set organizational direction, provide agency leadership in cross-cutting program planning, and lead the agency in continuous improvement initiatives. For FY98, Strategic Planning has four objectives:

- Understanding the effects of external factors on NHTSA's programs and programs' abilities to meet safety goals
- Agency lead for developing and implementing GPRA performance-based program development
- Continuous improvement activities to strengthen the organization
- Developing and implementing planning activities in the health policy/injury control area

ECONOMIC ANALYSIS

- Continue the development of methods for quantifying injury outcomes

Program_____

HIGHWAY TRAFFIC SAFETY GRANTS

Highway Traffic Safety Grant programs are being consolidated under the Section 402 program in 1999 and include: *The State and Community Grant Program* which provides for a coordinated national highway safety program. All States, the District of Columbia, the Commonwealth of Puerto Rico, the Trust Territories, and Indian Nations are provided with formula grants to encourage and facilitate implementation of effective programs to improve highway safety in national priority areas; *The Alcohol Incentive Grant Program (successor to Section 410)* encourages states to enact stiffer laws and implement stronger programs to detect and remove impaired drivers from the roads; and *The Occupant Protection Incentive Grant Program* encourages states to promote and strengthen occupant protection laws and programs. *The Drugged Driving Incentive Grant Program* encourages states to improve state drugged driving laws and related programs. In addition to grant programs, under NEXTEA, *The National Driver Register Program* is funded from a new grant account and facilitates the communication of driver license information between state motor vehicle administrators by identifying problem drivers with suspended or revoked licenses.

HIGHWAY TRAFFIC SAFETY GRANTS PROGRAM SUMMARY (Dollars in Thousands)

PROGRAMS	1997 Enacted	1998 Enacted	1999 Request	+/- 98/99
Section 402 State and Community Formula Grants ¹	\$140,200	\$149,700	\$166,700	+\$17,000
Alcohol Incentive Grants	\$25,500	\$34,500	\$39,000	+\$4,500
Occupant Protection Incentive Grants ²	\$0	\$0	\$20,000	+\$20,000
Drugged Driving Incentive Grants	\$0	\$0	\$5,000	+\$5,000
National Driver Register	\$2,400	\$2,300	\$2,300	\$0
Total	\$168,100	\$186,500	\$233,000	+\$46,500

¹ Includes FHWA's Section 402 program in FY 1997, FY 1998, and FY 1999; includes \$9 million for occupant protection-related activities in FY 1998

² Formerly the Section 410 program in FY 1997 and FY 1998

FY 1999 HIGHLIGHTS

Section 402

STATE AND COMMUNITY GRANTS

- Provide formula grants to support performance-based highway safety programs planned and managed by the states, for the purpose of reducing highway crashes, deaths, and injuries
- Support national priority programs identified by Congress, such as police enforcement, alcohol safety, occupant protection, emergency medical services, and roadway safety
- Expand the “Safe Communities” injury control initiative to enable communities to develop local highway safety coalitions with new partners
- Unify the NHTSA and FHWA Section 402 programs to streamline management and simplify state interaction with the agencies

ALCOHOL INCENTIVE GRANTS

- Provide grants that will encourage states to pass stronger laws and implement the most effective countermeasures in order to reduce safety problems stemming from driving while impaired by alcohol
- Provide basic grants for achieving certain criteria such as: administrative driver license actions within stated time frames; graduated licensing systems; and effective sanctions for repeat offenders. Supplemental grants are given for meeting additional criteria

OCCUPANT PROTECTION INCENTIVE GRANTS

- Provide grants that will encourage states to pass stronger laws and implement the most effective countermeasures to increase safety belt and child safety seat use
- Provide basic grants for achieving certain criteria such as: passing primary enforcement laws or penalty points for belt law violators; implementing stepped-up police enforcement of belt laws; and for demonstrating exceptional performance in increasing safety belt use rates

DRUGGED DRIVING INCENTIVE GRANTS

- Provide grants that will encourage states to take effective actions to improve state drugged driving laws and related programs
- Provide grants for achieving certain tough-on-drugs laws or programs such as: passing a Zero Tolerance Law for Illicit Drugs; Mandatory Testing for Drugs Law; Administrative Licence Revocation for Drugs; Graduated Licensing System that includes drug use and drugged driving provisions; and implementing active enforcement and publicity of drugged driving laws

NATIONAL DRIVER REGISTER

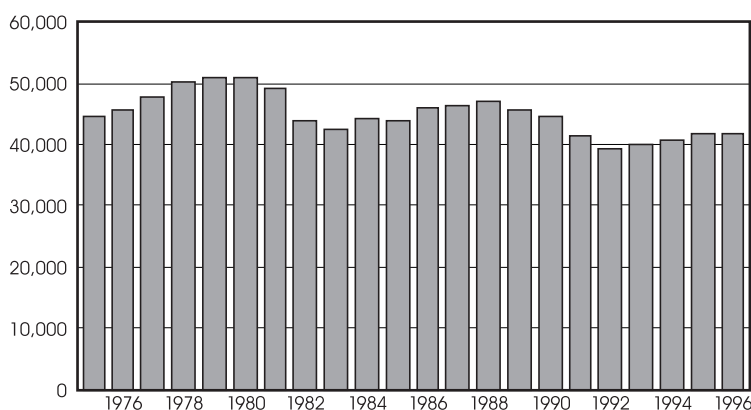
- Maintain system to help states deny licenses to drivers with revoked or suspended licenses for serious traffic violations (including DWI and hit-and-run)
- Improve the quality of state driver record systems to help State Administrators make driver licensing decisions
- Complete the conversion to the Problem Driver Pointer System which permits fast electronic exchange of data among the states and transfer certain functions to state management

OUTCOME MEASURES

The National Highway Traffic Safety Administration served as a pilot agency under the Government Performance and Results Act of 1993 (GPRA). The agency's 1999 Budget request to Congress is "performance based," including measures by which the effectiveness of each of our major programs can be judged. The graphs below display trends of traffic fatality and injury rates based on population and vehicle miles traveled. Although a number of factors outside of NHTSA's control influence the severity of highway crashes and the resulting fatalities and injuries, there is documented evidence that federal vehicle and highway safety programs (in conjunction with the state, local, and private programs engendered in part by the federal initiatives) have been highly effective in reducing highway deaths and injuries.

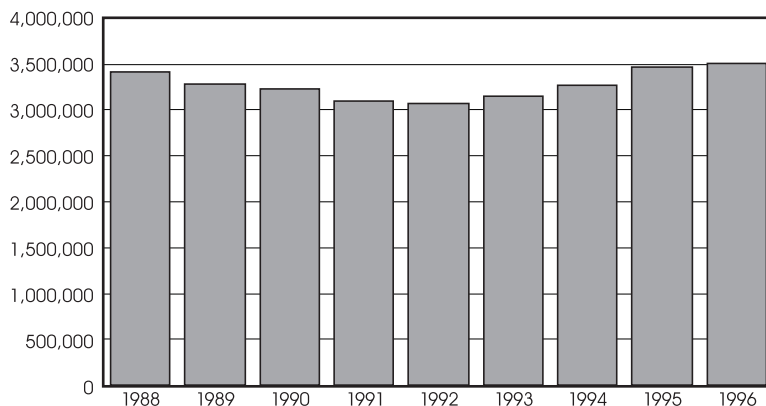
Number of Fatalities

TREND: The total number of fatalities has declined by 18 percent from its peak in 1979 to 1996. 1995-1996: .2 percent increase to 41,907.



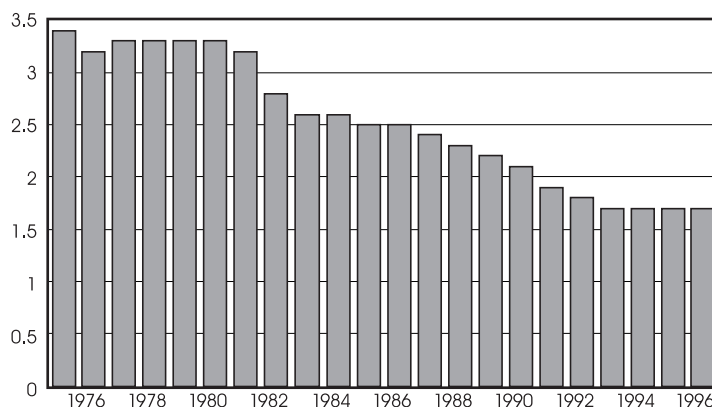
Number of Injuries

TREND: The total number of injuries has increased slightly by 2.8 percent from 1988 to 1996. 1995-1996: 1.3 percent increase from 3,465,000 in 1995 to 3,511,000 in 1996.



Fatalities per 100 million VMT

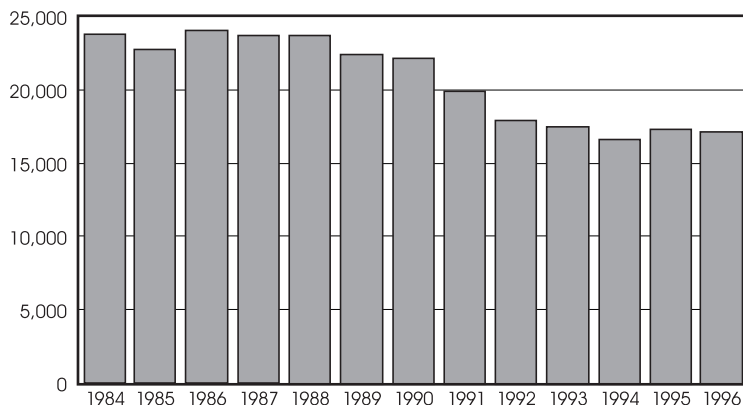
TREND: Since inception of the federal program in 1966, there has been an overall decline in the fatality rate per 100 million vehicle miles traveled, from 5.5 in 1966 to 1.7 in 1992. The rate remained stalled at 1.7 from 1993-1996.



Alcohol-Related Traffic Fatalities

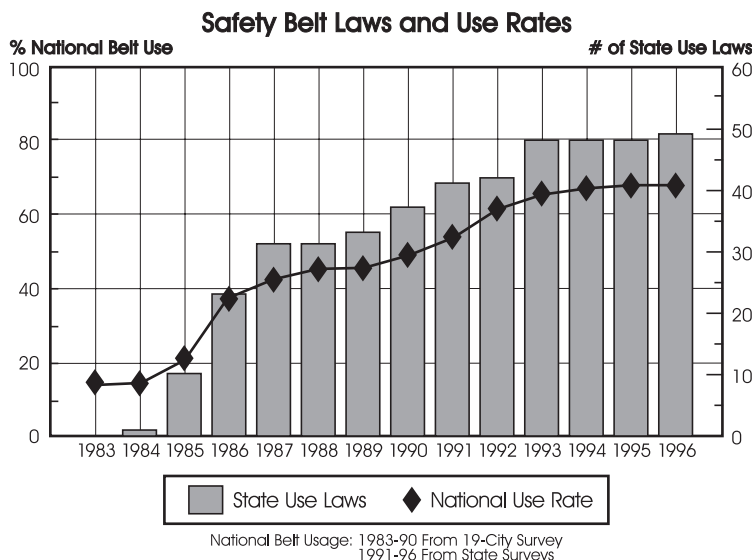
TREND: Alcohol involvement in fatal traffic crashes has shown an overall decline in recent years. From 1984 to 1996, the number of fatalities in crashes in which the driver, pedestrian, or bicyclist had positive alcohol level decreased from 23,758 to 17,126, a 27.9 percent drop. From 1995-1996, the number of alcohol-related fatalities decreased from 17,274 to 17,126.

Alcohol safety goal: Reduce the number of alcohol-related fatalities to 11,000 by 2005.



Safety Belt Use

TRENDS: The first belt use law was not enacted until 1984. As of January 1995, 49 States plus the District of Columbia, Puerto Rico, and the U.S. Territories have enacted belt laws. Safety belt use increased in the 1980's, but remained below 50 percent as recently as 1990. By the end of 1996, national belt use had reached 68 percent, growing by only one percentage point annually in the last few years. By contrast, as of July 1996, 11 states with "primary enforcement" belt laws reported average usage of 77 percent. **Safety belt goal: Achieve national use rate of 90 percent by 2005.**

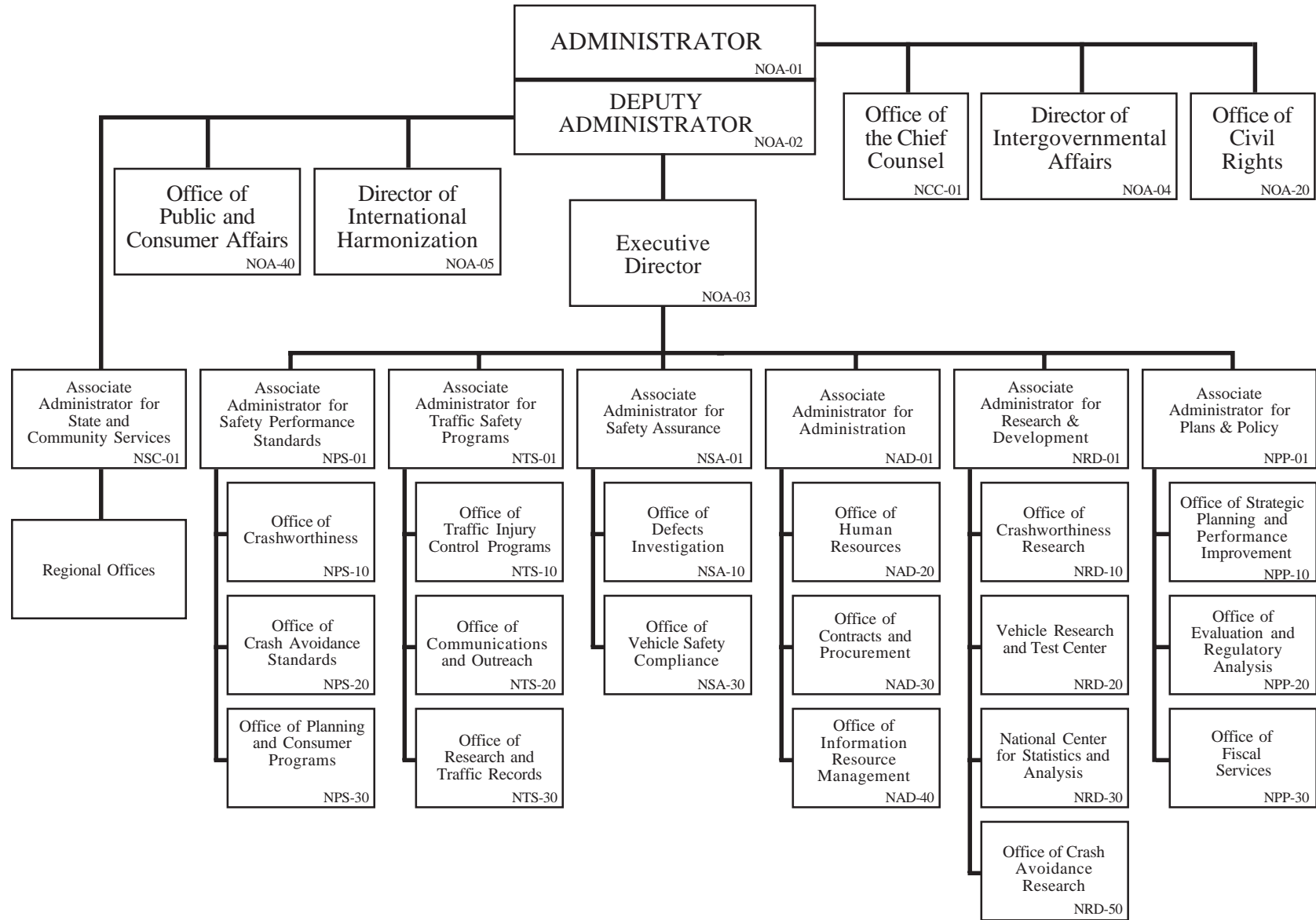


DISTRIBUTION OF NHTSA SECTION 402 GRANTS

(Dollars in Thousands)

STATE/TERRITORY	Estimated Obligations	STATE/TERRITORY	Estimated Obligations
	FY 1999 NHTSA		FY 1999 NHTSA
ALABAMA	\$2,800	NEBRASKA	1,648
ALASKA	806	NEVADA	1,003
AMERICAN SAMOA	403	NEW HAMPSHIRE	806
ARIZONA	2,246	NEW JERSEY	3,951
ARKANSAS	1,860	NEW MEXICO	1,291
CALIFORNIA	15,528	NEW YORK	9,479
COLORADO	2,368	NORTH CAROLINA	4,045
CONNECTICUT	1,733	NORTH DAKOTA	1,152
DELAWARE	806	N. MARIANAS	403
DISTRICT OF COLUMBIA	806	OHIO	6,177
FLORIDA	7,148	OKLAHOMA	2,574
GEORGIA	4,116	OREGON	2,142
GUAM	403	PENNSYLVANIA	6,701
HAWAII	806	PUERTO RICO	1,782
IDAHO	1,056	RHODE ISLAND	806
ILLINOIS	6,675	SEC. OF INTERIOR	806
INDIANA	3,496	SOUTH CAROLINA	2,257
IOWA	2,402	SOUTH DAKOTA	1,145
KANSAS	2,467	TENNESSEE	3,115
KENTUCKY	2,436	TEXAS	10,823
LOUISIANA	2,562	UTAH	1,213
MAINE	806	VERMONT	806
MARYLAND	2,520	VIRGIN ISLANDS	403
MASSACHUSETTS	3,152	VIRGINIA	3,563
MICHIGAN	5,484	WASHINGTON	3,048
MINNESOTA	3,323	WEST VIRGINIA	1,181
MISSISSIPPI	1,919	WISCONSIN	3,374
MISSOURI	3,590	WYOMING	806
MONTANA	1,059	UNDISTRIBUTED: ADMIN. COSTS	5,434
		TOTAL	\$166,700

National Highway Traffic Safety Administration



U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

400 Seventh St., S.W.
Washington, D.C. 20590

Official Business
Penalty for Private Use \$300

DOT HS 808 529
JANUARY 1998